

AMENDMENTS TO THE CLAIMS:

The following listing of claims will replace all prior versions and listings of claims in the application.

Claims 17 and 19 have been amended.

Claims 18 and 26 to 33 have been canceled.

Listing of Claims:

Claims 1-16 (cancelled).

Claim 17 (currently amended): A hydraulic actuation system, comprising:

a master cylinder unit;

a slave cylinder unit;

a hydraulic medium line connecting the master cylinder unit and the slave cylinder unit;

and

a throttle valve for adjusting a flow resistance between cylinders of the master cylinder unit and the slave cylinder unit;

a throttle valve actuator configured to actuate the throttle valve;

a piston sensor configured to detect a movement of a piston in at least one of the cylinder units; and

a control unit connected to the piston sensor and controlling the throttle valve actuator.

Claim 18 (canceled).

Claim 19 (currently amended): The actuation system as recited in claim ~~18~~ 17, wherein the actuation system is configured to actuate a vehicle clutch, wherein the piston sensor detects movement speed of the piston of the master cylinder unit, and, if the speed exceeds a predefined value as the clutch engages, the control unit triggers the actuator to reduce a through-flow cross section of the hydraulic medium line.

Claim 20 (previously presented): The actuation system as recited in claim 19 further comprising an engine actuator configured to increase an output of an internal combustion engine of the

vehicle if the piston reaches a predefined position and/or the piston speed exceeds a predefined value as the clutch engages.

Claim 21 (previously presented): The actuation system as recited in claim 19, wherein the control unit is connected to at least one of a wheel sensor configured to detect a rotational speed of a vehicle wheel and a transmission ratio sensor.

Claim 22 (previously presented): The actuation system as recited in claim 17, wherein the throttle valve includes a connector bore hole leading to a working chamber of one of the cylinder units, a bore hole extending at a substantially right angle to the connector bore hole, and a valve element disposed in the bore hole and moveable by a flow of the hydraulic medium between the cylinder units to a stop position in contact with the stop, in which a flow cross section of the throttle valve is reduced.

Claim 23 (previously presented): The actuation system as recited in claim 22, wherein the valve element is pipe-shaped and includes an axial through-channel having a channel wall and a radial opening in the channel wall, the valve element being moveable from a first position, in which hydraulic medium flowing out of the working chamber flows through the through-channel, to the stop position by the hydraulic medium flowing into the working chamber, in which an end face of the valve element rests against the stop at least partially closing the through-channel, and the hydraulic medium flows through the radial opening.

Claim 24 (previously presented): The actuation system as recited in claim 22, wherein the bore hole is disposed in a housing of the respective cylinder unit and the pressure medium line is connected to the bore hole.

Claim 25 (previously presented): The actuation system as recited in claim 22, wherein the throttle valve is assigned to the master cylinder unit of a vehicle hydraulic clutch actuation system and reduces the flow cross section of the flow of hydraulic medium into the master cylinder.

Claims 26 to 33 (canceled).